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REMARKS

The specification has been amended to clarify the invention. Support for amendment to paragraph [0025] is found in FIGS. 7-9.

Claim 1 has been amended.

Claims 1-15 were rejected under 35 U.S.C. 102(a) as being anticipated by the submitted Fox reference listed on submitted Form PTO-1449. Claim 1 has been amended to recite that the adjustment assembly is mechanically coupled to the piston tube. Support for this amendment is found at paragraph [0026], page 10, lines 19-20.

The Fox reference discloses a fork having positive and negative air springs and an adjuster assembly. The adjuster assembly includes a knob connected to an adjuster rod extending into the positive and negative air springs. The adjuster rod includes a bypass air slot configured such that when the fork is compressed, the bypass air slot aligns with a seal separating the positive and negative air springs, resulting in the air springs being connected to equalize the springs relative to each other. When the fork rebounds, the fork expands until the forces generated by the positive and negative air spring equalize. When the fork is in a neutral position, the bypass air slot is located above the seal separating the positive and negative air springs. The travel of the fork is adjusted by first turning the adjuster knob which axially displaces the adjuster rod and then manually compressing the fork several times to allow the air to move through the bypass air slot and around the seal to effect the travel change. The travel adjustment results from the pressures in the positive and negative springs equalizing. The spring rate is also adjusted because as the rod is axially displaced, the location of the bypass air slot above the seal separating the positive and negative air springs is adjusted. Accordingly, the Fox reference fails to disclose a suspension system having an adjustment assembly mechanically coupled to the piston tube to axially displace the piston tube and the compression assembly relative to the frame to adjust the travel of the suspension as

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claimed in amended claim 1. Therefore, the 102 rejection of claim 1 should be withdrawn.

Claims 2-15 were rejected as claim 1 under 35 U.S.C. 102(a). Since claims 2-15 depend directly or indirectly from and contain all the limitations of claim 1 as amended, they are felt to overcome the rejection in the same manner as amended claim 1.

Claims 1-15 were rejected under 35 U.S.C. 102(e) as being anticipated by Becker (US6592136) or under 35 U.S.C. 102(b) as being anticipated by Turner (US 6095541). Claim 1 has been amended to recite that the adjustment assembly is mechanically coupled to the piston tube. In Becker, the rider height, which is not travel of the suspension system, is adjusted by adding or removing air from the positive air spring 88 through the air valve 90, see specification at col. 12, lines 38-50. The Turner suspension includes a gas piston location adjuster and a negative preload adjuster. Both of these devices disclosed in Turner adjust the spring rate by adjusting the amount of air within the air chambers. Neither Becker nor Turner disclose an adjustment assembly mechanically coupled to a piston tube to axially displace the piston tube and the compression tube assembly relative to a frame to adjust a travel of the suspension system as claimed in amended claim 1. Accordingly, these 102 rejections should be withdrawn.

Claims 2-15 were rejected as claim 1 under 35 U.S.C. 102(b) and 102(e). Since claims 2-15 depend directly or indirectly from and contain all the limitations of claim 1 as amended, they are felt to overcome the rejection in the same manner as amended claim 1.

This amendment is believed to be fully responsive to the comments and suggestions of the Examiner and to place this application in condition for allowance. Favorable action is requested.

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Respectfully submitted,

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